



Appendix 3 – Public Hearing Comments and Responses



Name	Comments	ADOT Response
Eric Anderson, Transportation Director, Maricopa Association of Governments (MAG)	MAG has received for comment a copy of the Draft Environmental Assessment (DEA) for the I-17 Widening Design Concept Study dated October 2003. Thank you for the opportunity to comment. We have two principal comments. First, the DEA references the MAG Long-Range Transportation Plan (LRTP), which was last updated in 2002. On November 25, 2003, the MAG Regional Council is expected to approve the new Regional Transportation Plan (RTP), which will supersede the LRTP. The DEA should therefore be updated to reference the RTP instead of the LRTP, as the proposed widening for I-17 are not specified in the LRTP. The RTP specifies widening for this section of I-17, but these are fiscally constrained and not to the extent described in the DEA. It is expected, however, that the RTP will be updated presently to specify ultimate concepts for major regional facilities including I-17, and the ultimate concept for I-17 north of SR 101L to New River Road is expected to be consistent with the recommendations of the Design Concept Report currently in development for that section.	The Final Environmental Assessment (FEA) includes a reference to the recently adopted RTP.
	Second, the draft relies upon “worst case” modeling rather than modeling of the specific facility and alignment as contained in the new RTP. It is preferred that the draft be revised to incorporate modeling of the proposed improvements for I-17 using updated modeling networks that are consistent with the new RTP.	ADOT has determined that the traffic analysis performed in conjunction with this study and reported in the DEA is valid for the purpose of the design concept study. ADOT will coordinate with MAG during final design regarding proposed improvements in the project vicinity.
Clayton Bates	We prefer the maximum number of lanes – option A.	Sections A and B, as shown on the exhibits at the public hearing, are not options, but depict the preferred alternative for two different portions of the project area. Section A refers to five lanes plus an HOV lane that will be provided from SR 101L to Carefree Highway. Section B refers to four lanes plus an HOV lane that will be provided from Carefree Highway to New River Road.



Name	Comments	ADOT Response
Nick Enna	There should be a western exit flow at the Jomax Road TI. There's an east exit flow for the insurance company but the people who live on the west side of I-17 north of Jomax Road (over 1000 homes) would have to travel two miles north of their homes on an already very congested highway from Jomax/Dixileta Drive on the east side frontage road. Those who live on the west side should be able to get off at Jomax and proceed to their homes instead of having to drive an extra two miles and make a U-turn. The people on the west side are paying for the TI, for the east side advantage only, making us drive four extra miles or more using up more costly gasoline, adding to pollution, etc. just because we rather use the highway speed instead of local road access putting more traffic in urban areas and endangering children etc.	The design of the Jomax Road TI is not within the scope of the I-17, SR 101L to New River Road study. However, ADOT is currently conducting a separate design concept study of design alternatives for constructing the I-17/Jomax Road TI. ADOT has taken your comments into consideration, and has committed to investigate providing access for properties to the west of the proposed Jomax TI.
Bill Gilbert	I am writing this message in behalf of many of the Anthem residents who all are very interested in the I-17 widening project. I am on the board of RLAN, the Residents Local Action Network, an ad hoc group which through a volunteer effort collected more than a thousand signatures on petitions to the ACC in response to a significant proposed water rate increase. Unfortunately, on the date of your next public meeting, many of our residents will be attending a public meeting at the Anthem elementary school to appear before the Arizona Corporation Commission with regard to the water rate request before the ACC at this time. It's a hot topic among the residents and we have been soliciting for a big turnout of the residents. Otherwise, I think you will find strong and vocal support for an active program to improve the corridor to our neighborhoods. I have lived here in Anthem almost five years and find that now it is nearly impossible to travel on many weekends because of the congestion. An accident will totally paralyze the thoroughfare and, as it is the only, and I mean only, escape	Thank you for your support of the project. The preferred alternative for the I-17 improvements consists of widening the roadway to five lanes plus an HOV lane from SR 101L to Carefree Highway and four lanes plus an HOV lane from Carefree Highway to New River Road, as well as adding lanes within the I-17/SR 101L TI and implementing continuous one-way frontage roads south of Carefree Highway. As the project progresses, ADOT will continue to keep the public informed via web sites, construction notices, and temporary message boards.



Name	Comments	ADOT Response
Bill Gilbert (continued)	route, the modernization of the highway is overdue. I make regular visits to the http://www.I17wideningstudy.com site and will continue to follow progress closely. Knowing what I do, I suspect it might be better to call it a major improvement or upgrade as opposed to widening since the actual boundaries of the right-of-way are not going to change much. Really looking forward to a third lane and maybe a HOV, too? I have been following the various proposals and attended several presentations including the July 25, 2002, at Deer Valley. I know you can expect full support from our community and hope you will keep us in the loop.	
Joseph and Shareen Goodroad	Twelve lanes (five general purpose plus HOV in each direction) of traffic between SR 101L and Carefree Highway seems like overkill in that the widest segment of I-17 will run through the least developed area of the Valley and will create a huge bottleneck south of SR 101L where traffic heading into the metro area will be forced to condense down to eight lanes (three general purpose plus HOV) in the densest and most heavily developed portion of the county.	The traffic analysis conducted for the study indicated that five lanes plus an HOV lane is needed to accommodate future traffic volumes on I-17 from SR 101L to Carefree Highway. This analysis took into account anticipated traffic from planned development along I-17 in the project corridor. An interim widening to three lanes plus an HOV lane is planned in the near future to relieve congestion as soon as possible within current available funding. In addition, as a part of a separate project, ADOT is currently planning improvements to I-17 south of the I-17/SR 101L TI to alleviate congestion.
	Interim re-surfacing of the I-17 mainline should begin immediately. The current road condition of this National Defense Highway is poor and will only become worse if something is not done prior to 2008.	ADOT is currently planning an interim resurfacing on the I-17 mainline in the project area. This pavement preservation project has not yet been programmed.
	The frontage road system should be completed before construction of the I-17 mainline occurs.	The preferred alternative includes implementation of continuous frontage roads south of Carefree Highway. Construction of the frontage roads will be the responsibility of the City of Phoenix in some locations, and, in other locations, ADOT. Although it would be desirable to have the continuous frontage road system in place before the I-17 widening begins, it is not feasible due to current funding constraints on the City and ADOT.



Name	Comments	ADOT Response
Joseph and Shareen Goodroad (continued)	A park and ride should be established at the New River Road TI.	Park and ride facilities are coordinated by the Phoenix Public Transit Department. New park and ride facilities are being considered in the Transit Department's long-range plan for Happy Valley Road, Carefree Highway, and Anthem Way.
	Every effort should be made to insure that the bridges, traffic TIs and landscaping should blend into the natural desert surrounding. This includes utilizing only native plants with minimal care/water requirements (hydro seeding of palo verdes and creosote is both highly recommended and cost effective) and granite based soil that closely matches the surrounding area. Please do not use the same pink/red gravel that was used south of SR 101L and do not plant palm trees, oleanders or bougainvillea. We understand that this is a matter of final roadway design, but would like these comments to be part of the record for the study itself.	Efforts will be made during final design to reduce the visual impact of the improvements by incorporating colors, textures, and lines of the surroundings into the design of the improvements. After construction, the project area will be revegetated with native plant seed and salvaged saguaros.
	Also, please note that as a voter and a concerned local resident, it is difficult for me to support the renewal of the ½ cent sales tax given the current condition and management of the road system in Maricopa County. In particular, this applies to the disgusting amount of litter and trash along our freeways and highways.	Trash pickup is typically included as a part of regular maintenance of highway facilities, but is also subject to funding constraints.
Gary Greer	Major concern: Flood control east of I-17 to west of I-17, from Lone Mountain Road to CAP Canal.	ADOT is currently coordinating with the Flood Control District of Maricopa County on the possibility of including regional drainage improvements in the project scope, such as a retention basin near Scatter Wash that would accommodate regional drainage as well as on-site runoff, to address flooding concerns in the vicinity of the I-17/Deer Valley Road TI. The coordination will continue during the final design of the project.



Name	Comments	ADOT Response
J. Donald Herp, Deputy Street Transportation Director, City of Phoenix	Page 13: The last sentence of the first paragraph states that a continuous frontage road system would also provide improved access for bicyclists and pedestrians. In our judgment, bicycling and walking should not be encouraged along frontage roads. The land uses adjacent to the frontage roads should have site plans designed to promote interior pedestrian and bicycle movement with access to east-west streets by way of local and collector streets rather than the frontage roads. This sentence should be deleted.	This sentence has been deleted in the FEA.
	Page 21: The second paragraph states that new frontage roads would be built by the city in conjunction with new TIs. In fact, the new frontage roads would be constructed either by the City or by developers as a requirement of development approval. The new frontage roads need not be constructed at the same time as new TIs; the TIs could well be constructed in advance of the frontage roads. The new I-17 TIs in this area are prioritized in different time periods in the MAG draft RTP. Suffice it to say that the City is responsible for the construction of new frontage roads in the reaches cited.	This paragraph has been revised in the FEA.
	Page 22: Figure 8 requires some modifications. There is no crossroad planned by the City at Dynamite Boulevard in the vicinity of I-17. There are additional arterial streets, in the area covered by the figure, that are not shown, such as North Valley Parkway. We do not see the distinction between “Planned City Arterial Street” and “Planned or Existing Cross Road.” All of the “Planned or Existing Cross Roads” shown in Figure 8 are city arterial streets, even Carefree Highway, which is also a state highway.	Figure 8 has been revised in the FEA.



Name	Comments	ADOT Response
J. Donald Herp (continued)	Page 46: The third paragraph should specifically mention the new secondary access road being constructed by the City to serve the existing development north of Happy Valley Road on the west side of I-17. This road should be under construction in about one year and completed in early 2005. It will include an all weather crossing of Buchanan Wash, south of Pinnacle Vista Road on 33 rd Ave.	This paragraph has been revised in the FEA.
Ann Hutchinson	As President of the New River/Desert Hills Community Association, I wish to emphasize that we believe a Happy Valley type (even with slight design changes) TI would not be a safe or in any way satisfactory solution.	The design of the Carefree Highway TI is not within the scope of the I-17, SR 101L to New River Road study. However, ADOT is currently conducting a separate design concept study of alternatives to reconstruct the I-17/Carefree Highway TI. ADOT supports the use of roundabouts based on recent traffic studies that have shown that roundabouts have distinct advantages and provide increased capacity and efficient traffic operations in TIs.
	During construction, I hope you never close the freeway as the current practice has been on SR 51 and SR 101L. Restricted maybe but not closed.	During construction, lane closures will be avoided to the maximum extent possible, and ADOT will keep the public informed regarding any required closures via their web site, construction notices, and/or temporary message boards.
	I'm concerned about the bottleneck that will occur at New River Road if there is no plan for expanding north.	ADOT is currently studying improvements to I-17 continuing north of New River Road to Black Canyon City. However, due to current funding constraints, construction of those improvements will not occur in the foreseeable future. The current project will include lane tapers to accommodate merging traffic north of the project area beyond the New River Road TI.
	Could you include a park-and-ride at Carefree Highway and New River Road?	Park and ride facilities are coordinated by the Phoenix Public Transit Department. New park and ride facilities are being considered in the Transit Department's long-range plan for Happy Valley Road, Carefree Highway, and Anthem Way.
	Please include maintenance (especially trash pick up) for the freeway.	Maintenance of the project area is the responsibility of the ADOT Phoenix Maintenance District. Trash pickup is typically included as a part of regular maintenance of highway facilities, but is also subject to funding constraints.



Name	Comments	ADOT Response
Kelly Kuchda	I attended the public hearing on November 5 on the I-17 widening and I was going to go through the website and submit your comments which are due by Wednesday I guess it is, at http://www.i17wideningstudy.com , there's no place for comments so, you guys shouldn't advertise that I guess.	The web site's feedback/comment feature is located in the "Contact Us" section.
	I have two concerns, one is that this is a parking lot up here, first, and foremost and it looks like you aren't going to start construction on this project until 2005, I don't know if that's a monetary thing, but right now, in my opinion that's going to be at least a year and half late compared to all the other traffic we have going on.	Construction of the I-17 improvements is a high priority for ADOT; however, funding a project of this magnitude is a challenge. ADOT's current five-year plan includes the design for the SR 101L to Carefree Highway portion of the project area in fiscal year (FY) 2006 and construction in FY 2008. The first construction phase will likely consist of an interim widening to three lanes plus an HOV lane in each direction. Design and construction for the remainder of the project will be programmed as funding becomes available.
	The other thing is it's a major thoroughfare, and there's no other alternate routes anywhere within 10 miles or so, that you guys really need to think about maybe putting in the frontage roads first so you can use those or something of that nature because when you're doing the construction I know there's going to be a considerable amount of inconvenience and just overall a horrible nightmare from an interstate perspective. So those are my two comments to you folks, if you take compassions on those I would appreciate it. Just a recap, is 2005 is in my mind about a year and half too short for when they should start that project and the second thing was, is that you need to make sure you really think through the logistics of construction and detours and those types of things, because as you know there are not a whole lot of detours and driving 20 or 30 extra miles down the interstate is not going to be fun, especially when there is a lot of other traffic that is doing that. If you go out there and look at the Daisy Mountain TI which has just been constructed you look at rush hour traffic you'll see a huge number of cars there that are getting on the freeway and up here at Anthem. So	The preferred alternative includes implementation of continuous frontage roads south of Carefree Highway. Construction of the frontage roads will be the responsibility of the City of Phoenix in some locations, and, in other locations, ADOT. Although it would be desirable to have the continuous frontage road system in place before the I-17 widening begins, it is not feasible due to current funding constraints on the City and ADOT.



Name	Comments	ADOT Response
Kelly Kuchda (continued)	thanks for your help.	
Jim and Joanne Leach	We live at New River Road and I-17. Somebody needs to look at the safety issues on the off ramp at New River Road because people are running stop signs all the time, trucks included, under that bridge and you can't see under the bridge when you come off the ramps.	The design of the New River Road TI is not within the scope of the I-17, SR 101L to New River study. However, your concern regarding the I-17/New River Road TI has been conveyed to the ADOT Phoenix District for consideration. The Phoenix District Engineer is Perry Powell, and he can be contacted at (602) 712-7190.
Paul H. McAllister	I attended the public hearing of November 5, 2003 regarding the design concept and environmental assessment of I-17 from SR 101L to New River Road. I agree the redesign (widening) of I-17 is much needed. One problem I noted was the fact that no one wanted to talk about traffic TIs, other than the problem of the closeness of Deer Valley Road to SR 101L, until the subject was broached. I was informed that the TI located at I-17 and Carefree Highway would be a double roundabout. I object to this type of TI design. The basis of my objection relates to the double roundabout TI at Happy Valley Road and I-17. In a side conversation with Dan Lance, Deputy State Engineer I related that the turning radius for a large pickup truck pulling a large horse trailer required this unit to utilize both traffic lanes with in the roundabout the Happy Valley Road/I-17 TI in order to navigate it. Mr. Lance informed me that he was aware of the turning radius of pickup trucks pulling horse trailers and that there were some problems at that TI and fixes were in process. Just what these fixes were was not expounded upon. During this conversation I was informed by Mr. Lance that roundabouts would slow traffic, slower traffic would result in fewer and only minor wrecks and only a foolish driver would not yield the right of way to a large truck if it used both lanes. This was not what I had wanted to hear at a public meeting. My answer, although not simple to accomplish, would be to increase the turning radius with in the roundabouts. I have	The public hearing presentation did not include information on TIs in the project corridor (other than the I-17/SR 101L TI) because the design of these TIs is not within the scope of the I-17, SR 101L to New River Road study. However, ADOT is currently investigating ways to improve the geometric difficulties at the Happy Valley Road roundabouts and conducting a separate design concept study of alternatives to reconstruct the I-17/Carefree Highway TI. ADOT supports the use of roundabouts based on recent traffic studies that have shown that roundabouts have distinct advantages and provide increased capacity and efficient traffic operations in TIs.



Name	Comments	ADOT Response
Paul H. McAllister (continued)	<p>gotten input from law enforcement agencies and truck drivers. They all indicate that a vehicle should stay in its own lane; crossing from one lane to another allowed if accomplished safely but occupying two lanes at once is unsafe and not legal. It can only be legal if properly permitted and follows Arizona state law. Now let us look at the intersection of I-17 and Carefree highway. Here we have two major high-speed highways. On I-17 vehicles travel, under normal conditions, at speeds of 60 to 80 mph and on Carefree highway 50 to 60 mph (not all people obey the posted speed limits). In both cases traffic needs to be slowed to about 15 mph at the point of entering the roundabout. Carefree Highway will in the future be widened to four lanes through this intersection. I-17 is the major access way to the northern portion of the state. Carefree Highway is the major access way to Lake Pleasant. All of the area adjacent to this intersection is urban/rural in nature and horse country. As a result of this we will have numerous pickup trucks pulling either boat trailers or horse trailers, all trying to negotiate the roundabouts. At this point in time pedestrians will be minimal. In the future they may become a problem. How or what is the plan to allow pedestrians to safely cross a four-lane highway without traffic controls? It is true that roundabouts do reduce crashes and injuries, mostly due to the reduced speed required to negotiate a roundabout. Other truths: the reduction in cost to construct a traffic exchange, reduction in area required, the elimination of 90-degree entries and the necessity of traffic controls to name a few. All of the preceding makes the design of a roundabout TI appealing to the designers. One of the untruths is that all drivers use good judgment and obey all traffic laws. In a land where the reduction of the travel time between point A and point B appears to be the ultimate goal I do not think that roundabouts at a TI of two high-speed highways is the</p>	



Name	Comments	ADOT Response
Paul H. McAllister (continued)	answer. My background is in construction, land planning, and development. Traffic flow is not a foreign word to me. I have resided in Europe for a number of years and aware of traffic circles and roundabouts. By the way, the act of driving legally in Europe is quite different than driving legally in the United States.	
Michael McComas	The roundabout concept at Happy Valley is insane!	The design of the Happy Valley Road TI is not within the scope of the I-17, SR 101L to New River Road study. However, ADOT is currently investigating ways to improve the geometric difficulties at the Happy Valley Road.
	Roundabout at Carefree will be insane. Where can we see what it will be like? Why a roundabout?	The design of the Carefree Highway TI is not within the scope of the I-17, SR 101L to New River Road study. However, ADOT is currently conducting a separate design concept study of alternatives to reconstruct the I-17/Carefree Highway TI. Information on this study is available at http://www.i17wideningstudy.com . ADOT supports the use of roundabouts based on recent traffic studies that have shown that roundabouts are the optimal design to provide increased capacity and efficient traffic operations in TIs.
	By 2008, holy smoke! Way too long! What a mess already! I realize the engineers are hamstrung by funding. Perhaps a “leak” to the press as to who controls funding would be helpful to citizens as well the engineers and contractors. The roadway has become very unsafe! Help!	Construction of the I-17 improvements is a high priority for ADOT; however, funding a project of this magnitude is a challenge. ADOT’s current five-year plan includes the design for the SR 101L to Carefree Highway portion of the project area in FY 2006 and construction in FY 2008. The first construction phase will likely consist of an interim widening to three lanes plus an HOV lane in each direction. Design and construction for the remainder of the project will be programmed as funding becomes available.



Name	Comments	ADOT Response
Dan Neumann	As a future Anthem resident, I am disappointed to find out that we won't be looking at any relief for at least 10 years. From what I understand, timing is inseparably woven with funding.	Construction of the I-17 improvements is a high priority for ADOT; however, funding a project of this magnitude is a challenge. ADOT's current five-year plan includes the design for the SR 101L to Carefree Highway portion of the project area in FY 2006 and construction in FY 2008. The first construction phase will likely consist of an interim widening to three lanes plus an HOV lane in each direction. Design and construction for the remainder of the project will be programmed as funding becomes available.
	Have you considered making this corridor a toll road? Making this highway section a toll road would greatly speed this improvement up. By going the toll route, if I am not mistaken, an authority would be set up and would sell bonds (a great stable investment). That would finance the project. Once the tolls pay for the project – the authority would hand the highway back over to the state and the toll booths would come down. An 18 or so mile highway improvement like this – the entire project would have been completed in a year back in 1930's New York under Robert Moses. I don't agree with his methods – but in this case I do feel that what is important is getting this project done quickly. Relief is certainly needed. Of course, back in the 1930's there was a lot of New Deal Funding available – but when that ran out, toll plazas became the major way New York was able to fund its major expansion. The amount of traffic I-17 generates would very quickly generate substantial funds, which would quickly pay for this improvement. Maybe the anti-toll Arizonans would be swayed if they realized the toll would be temporary.	As ADOT Deputy State Engineer Dan Lance explained at the public hearing, the federal government no longer offers earmarked funding to encourage the construction of toll roads. As you noted, tolling has been a successful funding strategy in other regions; however, there is no political support for such an action in Arizona, whether temporary or permanent in nature.
Dana Owsiany, U.S. Army Corps of Engineers (COE)	The COE has "no comment" on the DEA for this project. However, we agree that there will be COE involvement for the approval of the jurisdictional delineation and for permitting the project activities. Thank you for the opportunity to review and comment on the document.	ADOT submitted the jurisdictional delineation for this project to the COE on December 4, 2003. The COE approved the delineation on January 21, 2004. Correspondence regarding the delineation is included in Appendix 1 of the Final Environmental Assessment.



Name	Comments	ADOT Response
Craig Petrilli	I was not able to attend the November 5, 2003, meeting about the widening of I-17 from the SR 101L to New River Road, but I do have a comment about the Carefree Highway TI. I see on the ADOT website that the recommended construction is a double roundabout. With all the congestion and safety factors that surround this type of design, it is beyond me why the state continues to want to have further congestion regarding the cars coming off the I-17 and having to wait forever to continue their travel either east or west. The Happy Valley Road double roundabout has caused a lot of potential problems every time I've traveled in that direction. Does this design happen to look great on paper, but in reality it does really causes more daily problems that the engineers and designers anticipate? Or maybe just because it is going to be the recommended design, is it possible that it will not end up being that?	The roundabouts at Happy Valley Road and Carefree Highway are not within the scope of the I-17, SR 101L to New River Road study. However, ADOT is currently investigating ways to improve the geometric difficulties at the Happy Valley Road roundabouts and conducting a separate design concept study of alternatives to reconstruct the I-17/Carefree Highway TI. ADOT supports the use of roundabouts based on recent traffic studies that have shown that roundabouts are the optimal design to provide increased capacity and efficient traffic operations in TIs.
Ted Rees	Roundabouts make sense! At the November 5 meeting there were negative comments from meeting attendees about the roundabouts at Happy Valley and the proposed roundabouts at Carefree Highway. I disagree. Roundabouts make sense. The problem is the Arizona drivers! I fully support the proposal for roundabouts at Carefree Highway and I-17 – the sooner the better. It was explained at the November 5 meeting that there are upgrade improvements planned for the Happy Valley roundabouts. I agree. They are learning from this first application in Arizona. Just don't give up on this traffic handling approach.	Although the design of the Carefree Highway TI is not within the scope of the I-17, SR 101L to New River Road study, thank you for your support.



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Ted Rees (continued)	I-17 (SR 101L to New River Road) will be a parking lot if not expanded before 2010 (2008 start plus build time). Something must be done to relieve this route, which has no alternatives – not even frontage roads; more traffic will cause more accidents with no detour routes. Please help!	Construction of the I-17 improvements is a high priority for ADOT; however, funding a project of this magnitude is a challenge. ADOT's current five-year plan includes the design for the SR 101L to Carefree Highway portion of the project area in FY 2006 and construction in FY 2008. The first construction phase will likely consist of an interim widening to three lanes plus an HOV lane in each direction. Design and construction for the remainder of the project will be programmed as funding becomes available.
Craig Seppelfrick, Environmental Planning Manager, Maricopa County Department of Transportation (MCDOT)	In response to your submittal dated October 10, 2003, MCDOT has reviewed the DEA for the subject project. MCDOT does not have any comments at this time. Please provide me with a copy of the FEA upon its completion. Thank you for the opportunity to comment on this project.	ADOT will provide you with a copy of the FEA. Thanks for your input.
Roger G. Willis	I was unable to attend the public hearing on November 5, 2003, due to a conflict with another public hearing on a different topic. However, I received a copy of the Design Concept Study/Environmental Assessment and I wish to submit these comments for consideration as you finalize the design. I am a resident of Anthem. I believe that the design concept is good and I have no concerns per se about the design. However, given the rapid growth of our development, as well as the significant development plans for other areas in our immediate vicinity, I believe the project deserves a higher priority in ADOT's overall transportation plan. In particular, the schedule for implementing the design plan should be accelerated. According to the document, construction of the interim widening is programmed for FY 2008, and the final widening is not programmed at all.	Construction of the I-17 improvements is a high priority for ADOT; however, funding a project of this magnitude is a challenge. ADOT's current five-year plan includes the design for the SR 101L to Carefree Highway portion of the project area in FY 2006 and construction in FY 2008. The first construction phase will likely consist of an interim widening to three lanes plus an HOV lane in each direction. Design and construction for the remainder of the project will be programmed as funding becomes available.



Name	Comments	ADOT Response
Roger G. Willis (continued)	This will result in some serious traffic problems in this corridor over the next five years.	
	The current TI at Carefree Highway is overburdened and extremely hazardous in many respects. On weekends in particular, long lines of traffic build up approaching the northbound exit ramp. Vehicles turning left from both the northbound and southbound exit ramps typically must wait several minutes before making a safe turn onto Carefree Highway. A major accident is highly likely at this location. Waiting until 2008 to correct this situation is short-sighted and highly negligent of the safety concerns of the travelers in this area.	The Carefree Highway TI reconstruction is not within the scope of the I-17, SR 101L to New River Road study. However, ADOT is currently conducting a separate design concept study of alternatives to reconstruct the I-17/Carefree Highway TI. Final design of this project is programmed for FY 2004 and construction is programmed for FY 2005.
	As you are well aware, I-17 is the only direct route between Anthem and the northern portions of Phoenix along SR 101L. When there is a traffic accident or a disabled vehicle on I-17, there is no reasonable alternate route for traffic going to or leaving from Anthem. During the construction phase of the I-17 widening project, the traffic delays will likely be horrendous and the situation will be unacceptable to many Anthem (as well as New River and Black Canyon City) residents (this was recently proven to us during the construction of the Daisy Mountain Road TI). Therefore, I cannot conceive of ADOT undertaking the widening without first addressing the need for an alternate route between Anthem and the SR 101L TI. The completion of frontage roads before the widening begins will help alleviate some of this problem and should be considered the minimum acceptable approach.	The preferred alternative includes implementation of continuous frontage roads south of Carefree Highway, but does not include frontage roads continuing to the Anthem area. Construction of the frontage roads south of Carefree Highway will be the responsibility of the City of Phoenix in some locations and, in other locations, ADOT. Although it would be desirable to have the continuous frontage road system in place before the I-17 widening begins, it is not feasible due to current funding constraints on the City and ADOT. In addition, MCDOT is currently conducting a study of providing continuous frontage roads north of Carefree Highway.
	In addition, I have another serious safety concern regarding the lack of a reasonable alternative route between Anthem and Carefree Highway. This situation will become even more dangerous and disruptive during the construction phase. As you know, a new high school will be opening in Anthem next year (2004). Students from the Desert Hills area will be	The City of Phoenix and MCDOT are currently investigating the possibility of providing an alternative route between Carefree Highway and the Anthem area, as you noted. This project is not under ADOT's jurisdiction because it involves city and county roads.



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Roger G. Willis (continued)	attending this new school. Students will be bussed to the new high school, and many junior and senior students will be driving their cars to this new school. They will be required to enter I-17 at Carefree Highway and drive the 3 or 4 miles to the Daisy Mountain exit ramp in order to reach the new school. This is another major accident waiting to happen. In order to avoid this dangerous situation, as well as provide a safe means for other travel between Anthem and Carefree Highway, ADOT must develop an alternate route for this traffic. I have been told that an arterial connector between one of Anthem's streets and a close-by Desert Hills street (perhaps 7 th Avenue) has been considered but blocked by one or more groups. I believe it is ADOT's responsibility to rise above the politics and resolve this situation promptly (i.e., within the next 12 to 24 months) in the interest of traffic safety for the hundreds of high school students who will be commuting between Desert Hills and the new high school located in Anthem.	